
Meeting of the
Plans & Programs Technical Advisory Committee (P&P TAC)
of the
Southern California Association of Governments

October 13, 2010

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN AND/OR DISCUSSIONS BY THE PLANS & PROGRAMS TECHNICAL ADVISORY COMMITTEE. AUDIO OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S DOWNTOWN LOS ANGELES OFFICE.

The Plans & Programs Technical Advisory Committee held its October 13, 2010 meeting at SCAG's downtown Los Angeles Office.

Members Present

Terry Roberts	Air Resources Board
Earl Withycombe	Air Resources Board - Alternate
Beth Landrum	Caltrans District 11 - Alternate
Maureen El Harake	Caltrans District 12
Everrett Evans	Caltrans District 12 - Alternate
Melissa Joshi	Caltrans District 7
James Camarillo	Caltrans District 8 - Alternate
Miles Mitchell	City of Los Angeles
Naomi Guth	City of Los Angeles - Alternate
Nancy Pfeffer	Gateway Cities COG
Marc Seferian	Las Virgenes/Malibu COG
Lori Abrishami	Los Angeles County Metro
Sarah Jepson	Los Angeles County Metro - Alternate
Valerie Edwards	Los Angeles Unified School District
Mary E. Pritchard	Los Angeles Unified School District - Alternate
Richard Kite	North LA County - North
Mike Behen	North LA County - North - Alternate
Lisa Webber	North LA County - South
Dave Peterson	North LA County - South - Alternate
Deborah Diep	OCCOG
Dave Simpson	Orange County COG
Charlie Larwood	Orange County Transportation Authority
Kerry Cartwright	Port of Los Angeles
Bill Trimble	San Gabriel Valley COG
David Cordero	SCAG Regional Special Districts
Walter Siembab	South Bay Cities COG - Alternate
Kathryn Higgins	South Coast AQMD - Alternate
Valarie McFall	Transportation Corridor Agencies
Genie McGaugh	Ventura County APCD
Steve De George	Ventura County Transportation Commission/Ventura COG

Members Excused

Eric Shen	Port of Long Beach
Marlon Boarnet	UCI Department of Planning, Policy and Design

Members Not Present

Marianne Kim	American Automobile Association
Stephen Finnegan	American Automobile Association - Alternate
Alan De Salvio	Antelope Valley AQMD/Mojave Desert AQMD
Fred Zohrehvand	Arroyo Verdugo
Maurice Eaton	Caltrans District 11
Dianna Watson	Caltrans District 7 - Alternate
Fernando Castro	Caltrans District 7 - Alternate
Mark Roberts	Caltrans District 8
Aurora Wilson	Coachella Valley AG - Alternate
Mark Herwick	County of Los Angeles
Connie Chung	County of Los Angeles - Alternate
Aimee Kratovil	Federal Highway Administration - Alternate
Karen Heit	Gateway Cities COG - Alternate
Matt Dessert	Imperial County APCD
Monica N. Soucier	Imperial County APCD - Alternate
Mark Baza	Imperial County Transportation Commission
Rosa Lopez-Solis	Imperial County Transportation Commission - Alternate
Michael Hollis	Metropolitan Water District of Southern California
Gregory Nord	OCTA
Jolene Hayes	Port of Long Beach - Alternate
Shirley Medina	Riverside County Transportation Commission
Grace Alvarez	Riverside County Transportation Commission - Alternate
Steve Smith	San Bernardino Associated Governments
Ty Schuiling	San Bernardino Associated Governments
Larry Stevens	San Gabriel Valley COG - Alternate
Kim Uhlich	SCAG Region Local Agency Formation Commissions
Kim Fuentes	South Bay Cities COG
Carol A. Gomez	South Coast AQMD
Sam Elters	Transportation Corridor Agencies - Alternate
Alan Ballard	Ventura County APCD - Alternate
Kevin Viera	Western Riverside COG
Diana Chang	Westside Cities COG
Martha Eros	Westside Cities COG - Alternate
Danielle Coats	WRCOG

1.0 CALL TO ORDER AND INTRODUCTIONS

The meeting was called to order at 1:41 p.m. by Charlie Larwood, OCTA & P&P TAC Chair.

2.0 PUBLIC COMMENT PERIOD

No public comments were made.

3.0 REVIEW AND PRIORITIZE AGENDA ITEMS

Item 5.6 CEQA Incentives in SB 375 was moved ahead of Item 5.4 CEDP and the Integration into the RTP.

Item 5.5 Existing Transportation Performance Conditions/Overview of Congestion Pricing Congestion Dynamics was moved ahead of Item 5.4 CEDP and the Integration into the RTP.

Item 5.7 ARB Final Targets was tabled until the November P&P TAC meeting.

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 Minutes of September 14, 2010 P&P TAC Meeting

The minutes of August 11, 2010 were approved with no revisions.

5.0 DISCUSSION ITEMS

5.1 RHNA Timeline

Joseph Carreras, SCAG staff, presented an update on the Regional Housing Needs Assessment (RHNA) schedule and the status of the RHNA transfer guidelines related to the annexation and incorporation of new cities. Mr. Carreras stated that SCAG had begun meeting with the major MPOs, the California Department of Housing and Community Development (HCD) and the California Air Resources Board (ARB) regarding implementation strategies for SB 375. Mr. Carreras explained the differences between the RHNA and the Sustainable Community Strategies (SCS), and their development schedules. Mr. Carreras stated that a major challenge would be to build a RHNA consistently with the SCS due to some uncertainty regarding the definition of “consistency”. Mr. Carreras mentioned that SCAG faces a compressed schedule, with the RTP, SCS and the RHNA needing to be synchronized and aligned. Mr. Carreras further stated that the incorporation of new census information will come late in the RTP/SCS and

RHNA planning process. Mr. Carreras also provided a web link that explains the relationships between the RTP, RHNA and SCS. Mr. Carreras also advised that local jurisdictions should be engaged and participate in the SCS process early on because it will set the framework for the RHNA which will follow.

Tracy Sato, City of Anaheim, stated that the appeal process will be conducted after the SCS has been adopted. During the revision and appeal period, units may be reallocated which may pose a consistency issue. SCS projections for housing sites may not be accepted by HCD, which may require jurisdictions to identify additional units outside of the SCS, causing consistency issues as well. Ms. Sato mentioned that if the council of government does not meet the deadline for the RHNA, local jurisdictions may be provided less time to prepare their housing elements if an extension is not provided.

Gale Shiomoto-Lohr, City of Mission Viejo, expressed concerns regarding the RHNA since jurisdictions that have met the 2008 RHNA will deliver the units during the 2012 RHNA period and those units will be counted during the 2012 RHNA process, because of the nine month overlap in the housing element planning periods.

Bill Trimble, San Gabriel Valley COG, stated that a discussion among the subregional coordinators needs to take place to address the issues with the RHNA process and the HCD sites inventory.

Huasha Liu, SCAG Staff, stated that HCD has been working on a white paper that will outline some of these issues. Ms. Liu also stated that SCAG staff has been working on a framework to integrate the RTP, RHNA, and SCS.

Deborah Diep, Orange County COG, asked what the estimated delivery date for the HCD white paper was. Ms. Liu responded that HCD staff is attempting to obtain additional feedback from MPO planning and legal staff by the end of next week. However, not all issues may be resolved by that time. SCAG directors anticipate holding a meeting regarding these issues in November and HCD will most likely have the final white paper completed shortly after. SCAG staff will keep the P&P TAC updated.

Nancy Pfeffer, Gateway Cities COG, asked for clarification regarding the origins of the statement that the SCS cannot prohibit the RHNA allocation from being accommodated in a locality. Mr. Carreras responded that the statement was derived from RHNA law and is also part of the SCS guidelines.

Kevin Viera, Western Riverside COG (WRCOG), asked for clarification on the definition of "critical census information". Mr. Viera also wanted to know what the "gap period" timeframe is. Mr. Viera also stated that the WRCOG

jurisdictions are anxious about the limited amount of time provided to develop their housing elements. Mr. Carreras stated that the “critical census information” refers to new 2010 Census, ACS information. Mr. Carreras stated that the “gap period” is the period between the start of the RHNA projections and when the housing elements are due.

Bill Trimble, San Gabriel Valley COG, stated that vacancy rates were a controversial discussion item during the last RHNA process and would like to know what information SCAG has on vacancy rates. Mr. Carreras stated that the P&P TAC will be asked to help finalize the RHNA procedures and that the vacancy rates should be provided after the DOF population and housing estimates are updated. Mr. Trimble asked if DOF will include the census-based vacancy rates. Mr. Carreras responded that the rates should be benchmarked to the 2010 census and that the vacancy rates will be updated. Ms. Liu stated that observations of SANDAG’s and HCD’s projections have shown a 3% difference, and there has been a great deal of discussion between SCAG and HCD regarding differences in population projections and their implications for the next regional housing target and that even if SCAG’s projections are within range, that does not mean that there are no issues.

5.2 **Compass Blueprint Demonstration Projects**

Peter Brandenburg, SCAG staff, provided a presentation on Compass Blueprint Demonstration Projects, which enable local governments to partner with SCAG on locally-valuable planning projects that promote regional sustainability and support SB 375 and SCS development efforts. Mr. Brandenburg stated that the call for projects deadline is on October 21st and those projects would start approximately in the winter. Mr. Brandenburg provided the P&P TAC with applications and brochures.

Kevin Viera, Western Riverside COG (WRCOG), asked for clarification on the project price range. Mr. Brandenburg stated that there is no rule regarding the amount for the projects, but historically projects have ranged from \$70,000 to \$200,000. Mr. Brandenburg stated that projects are evaluated based on the merits of the project, not just the costs.

Terry Roberts, Air Resources Board, asked for clarification on whether there are specific types of projects that should apply. Mr. Brandenburg stated that any projects may apply but would like to emphasize projects that reduce greenhouse gas (GHG) emissions.

5.3 **Electric Vehicle Program**

Diana S. Gould, SCAG staff, provided an update on the three possible alternatives for SCAG's potential involvement in the development of a plug-in electric vehicle program. Ms. Gould stated that SCAG has been approached by Southern California Edison (SCE) to take a potential leadership role in implementing an electric vehicle program. SCAG was considering three options, including education and outreach, regional infrastructure planning, and a larger regional partnership role. Ms. Gould added that SCAG's Executive Director has instructed staff to pursue a California Energy Commission Grant application with SCE. The infrastructure planning study is critical because of the market influx by 2014, to ensure that there are adequate charging stations for the vehicles. The use of the vehicles would assist in the reduction of GHGs and achieve the goals of AB32.

Charlie Larwood, OCTA & P&P TAC Chair, asked if there are other stakeholders involved in the California Energy Commission grant. Ms. Gould responded that the purpose of the study is to identify users of these programs. Ms. Gould stated that other stakeholders may include other regional organizations or large employers that could provide input about travel patterns.

Maureen El Harake, Caltrans District 12, stated that the Caltrans Park and Ride parking sites may be a good nexus for this program. Ms. Gould noted that she would provide updates regarding the possibility of considering this option.

Miles Mitchell, City of Los Angeles, asked which states or countries are further along with this type of program. Ms. Gould stated that she would explore the answer to this question.

Melissa Joshi, Caltrans District 7, stated that she would like to be involved in any task forces regarding this project.

Nancy Pfeffer, Gateway Cities COG, asked if there would be any reason that the infrastructure would not contribute to meeting air quality or GHG goals. Ms. Gould stated that the study would help explore the possibility of using electric vehicles to meet those goals and the potential of using it as a SCS.

Charlie Larwood, OCTA & P&P TAC Chair, stated that he would be interested in seeing if there would be an economy of scales and cumulative reduction in GHG in the development of electric motors and a regional analysis.

Walter Siembab, South Bay Cities COG, stated that the use of transit centers and park-and-ride sites may not be an ideal location for charging stations since the distance to the transit stops are shorter; rather, work and shopping centers may be better locations due to the miles traveled.

Ty Schuiling, San Bernardino Associated Governments, stated that it would be helpful to emphasize air quality and GHG emission reductions. Mr. Schuiling noted that electric vehicles should not be referenced to only short trips since they are capable of longer trips as well. Mr. Schuiling stated that the county transportation commissions worked with Caltrans on the ARB Zero Emissions program in 1998.

5.4 **CEQA Incentives in SB 375**

Christine Fernandez, SCAG staff, provided an overview of the California Environmental Quality Act (CEQA) streamlining incentives for SB 375. There are four (4) types of CEQA streamlining, including: Full CEQA Exemptions, Sustainable Communities Environmental Assessment (SCEA), Streamlined EIR or Reduced CEQA Analysis, and Traffic Mitigation Measures. Projects qualify by being consistent with an approved SCS or APS and must be either a Transit Priority Project (TPP) or a residential or mixed-use residential project. The benefits include CEQA exemptions or a reduced CEQA analysis. Projects must be consistent with general use designations, building density/intensity and applicable policies. SCAG would assist in providing non-binding guidelines or providing more detailed information in identifying TPP areas.

Valerie McFall, Transportation Corridor Agencies, asked who would identify the thresholds of significance for impacts on local habitats. Ms. Fernandez responded that the thresholds would be identified by the local jurisdictions. Ms. McFall asked if all of the projects from the 2008 RTP would be carried over to the 2012 RTP and SCS. Ms. Fernandez responded that this would depend on the final decision on the SCS approach.

Jacob Lieb, SCAG Staff, stated that the TPP areas are based on their proximity to high-quality transit according to the statute, and those jurisdictions that would like to pursue these incentives need to ensure that there are enough land use details to meet the qualifications for the CEQA incentives.

Kevin Viera, Western Riverside COG (WRCOG), stated that WRCOG does not have many high quality transit corridors but have identified many future potential locations and would like to see those locations included in the SCS to expand their opportunities. Mr. Viera would also like an example of what level of detail is required. Ms. Fernandez stated that SCAG is still working on determining what level of geographical level is necessary. Mr. Lieb stated that SCAG has not explored the option of incorporating potential locations at this time.

Huasha Liu, SCAG Staff, stated that she had asked SANDAG about this issue and they have not thought about it yet. SCAG has thought about it but has not had an extensive discussion regarding this. Ms. Liu mentioned that SCAG would like to

protect local jurisdictions and to have subjurisdictional level information but would also like to take into consideration the possibility of any amendments and how those amendments would impact the SCS and RTP. Ms. Liu stated that further discussion regarding this issue will be provided at a later time.

Jacob Lieb, SCAG Staff, clarified that SCAG is not looking at project-level specificity for the CEQA streamlining.

Charlie Larwood, OCTA & P&P TAC Chair, asked who SCAG is working with at the state level. Mr. Lieb stated that the clarifications on the implementations of the provisions of SCS have not been firmly established at this time.

5.5 **Existing Transportation Performance Conditions/Overview of Congestion Pricing Congestion Dynamics**

Tarek Hatata, SCAG consultant, provided an overview of congestion trends, existing congestion, and bottlenecks. Mr. Hatata stated that the congestion analysis will help establish the RTP Needs Assessment and Regional Congestion Pricing Study. There are three causes of congestion: collisions, bottlenecks, and other causes such as the weather or events. In the last three years VMTs have been growing at a lower rate than the population; however, delay has continued to grow. Mr. Hatata stated that there are many corridors that have inter-county trips which may help determine area pricing. Mr. Hatata explained that Imperial and Ventura County were not evaluated for bottlenecks because of their lack of detection systems. Mr. Hatata also stated that we may address congestion with transit, land use, and pricing options that are complementary to other strategies. Based on a transit study based on the Metro strike, there was a 10-20% increase in congestion, but transit alone will not achieve a 50% reduction. Increases in gasoline prices showed a 30% reduction in congestion. However, it is unclear whether or not the decrease in congestion would continue over time.

Bill Trimble, San Gabriel Valley COG, asked whether or not the declining trends in collisions from technology and congestion pricing were a result of their close correlation to the recession. Mr. Hatata noted that it was a good idea but that the trend in collisions is down and that the data that was being analyzed ended in 2008 while the recession began in 2008.

Miles Mitchell, City of Los Angeles, stated that collisions may have been reduced because of the recession since drivers may be driving more cautiously. Mr. Hatata stated that the 2008 data may not clearly reflect the changes associated with the recession. Mr. Larwood stated that there may have been a decrease in collisions as a result in the decrease in ADT and VMT and wanted to know if there was a direct correlation between the increase in congestion and collisions. Mr. Tatata

responded that there would be an increase in collisions; however, the severity would be lower.

Ty Schuiling, San Bernardino Associated Governments, stated that the time period in which gasoline price exceeded \$4.00 would not have been long enough for individuals to have changed their behaviors, or the changes in VMT and congestion may have been greater.

Valerie McFall, Transportation Corridor Agencies, asked whether the inter-county maps depicted weekday or weekend patterns. Mr. Hatata responded that they were weekdays. Ms. McFall stated that there is a great deal of congestion during the weekends and also asked if there was an analysis of trips to San Diego. Mr. Hatata responded that we do not have the data for that analysis at this time.

Charlie Larwood, OCTA & P&P TAC Chair, stated that in South Orange County there has been an increase in congestion in coastal areas. Mr. Hatata stated that we do not have weekend data for this analysis but would suggest area pricing for these areas.

Walter Siembab, South Bay Cities COG, stated that access should be evaluated and asked if there was data from the Olympics. Mr. Hatata responded that the data is not available. Mr. Siembab stated that the use of a gas tax and access may help address the congestion issue.

5.6 **Climate and Economic Development Project (CEDP) and the Integration into the RTP**

Jacob Lieb, SCAG staff, provided an update on the CEDP assessment of potential GHG reduction measures and their socio-economic impacts so that the P&P TAC may follow along in the process and provide input. Mr. Lieb stated that SCAG is currently assembling the full catalog of the potential GHG reduction measures, and encouraged the P&P TAC to provide input on the catalog which is provided on the CEDP website. The product of this project would be a presentation of the most effective measures in meeting AB 32 and SB 375 to the Regional Council. Mr. Lieb also stated that both he and Frank Wen are co-leading this project.

Charlie Larwood, OCTA & P&P TAC Chair, would like to know whether the most effective measures would be determined by a purely socio-economic or a balanced approach. Mr. Lieb responded that the project will take a more complete look at the measures and identify the most appropriate measures.

Nancy Pfeffer, Gateway Cities COG, asked what criteria will be used in evaluating the measures. Mr. Lieb stated that it is a process, and that the next stakeholder committee will be establishing the selection criteria.

Walter Siembab, South Bay Cities COG, expressed concern regarding the need for this process and would like to know how to become a stakeholder and what happens to the bottom-up process associated with SB 375. Mr. Siembab stated that the global experience is not the same as that in the South Bay. Mr. Lieb responded that the process was developed to help address any questions that policy makers may have on the effectiveness and impacts of the measures. Mr. Lieb stated that the committee is comprised of an open stakeholder consensus process. Ms. Liu stated that she would expect to hear compliments about SCAG taking the initiative to address economic impacts prior to moving forward on the RTP and SCS since it will provide a more informed decision making process and that the process will not dictate how local jurisdictions put together their SCS rather advisory information. Mr. Siembab responded that the process seems to be developed behind closed doors. Ms. Liu stated that a list of the members will be provided to ensure transparency, and welcomes any input. Mr. Siembab stated that there are a great number of meetings and that he would like to see consolidated meetings.

Charlie Larwood, OCTA & P&P TAC Chair, would like to know if the results of the studies are tied to the contingencies of SCAG's acceptance of the targets. Ms. Liu responded that the target setting is related to the SCS, but that the development of the SCS must continue regardless of the target.

Terry Roberts, Air Resources Board, stated that there may be some benefits associated with this study, such as identifying strategies and policies. Ms. Roberts stated that she does not believe the study was created with SB 375 as a key purpose and that she does agree with SCAG staff that they need to be able to explain the pros and cons of the various strategies.

Ty Schuiling, San Bernardino Associated Governments, stated that the catalog of actions are often attributed to GHG as the motivation; however, this is not always the case, and there are many other motivating factors such as air quality. Mr. Schuiling stated that it would be very challenging to determine whether a CEDP action is being taken for GHG or if the action would have been implemented regardless.

6 FUTURE AGENDA ITEMS

6.1 November Outlook

The following items may be included in the November agenda:

- 8 Factors of Sustainable Communities Strategies (Mark Butala)
- Corridor System Management Plans (CSMP) & Recommendations (Phillip Law)
- Pacific Electric Right-of-Way (PE ROW) Alternatives Analysis (Phillip Law)
- Transit Performance Assessment (Tarek Hatata/Naresh Amatya)
- Baseline Transportation System Performance Condition (Tarek Hatata/Naresh Amatya)
- Modeling Workshop (Jonathan Nadler)

7 **ADJOURNMENT**

The meeting adjourned at 3:49 p.m.

The next meeting of the Plans & Programs Technical Advisory Committee will be held on Tuesday, November 9, 2010 from 1:30pm to 3:30pm.
